

From: George Morino/-TMS/Toyota.

Sent: 9/24/2007 9:18 AM.

To: [-] "Dave Zellers" <dave_zellers@toyota.com>.

Cc: [-] .

Bcc: [-] .

Subject: Fw: Prius AWM - Design Changes?

From: Michiteru Kato

Sent: 09/24/2007 07:50 PM ZE9

To: Chris Santucci/WDC/Toyota_NY@TOYOTA_NY@TOYOTA@TMCE

Cc: Christopher Tinto/WDC/Toyota_NY@TOYOTA_NY; Jyunji Ogata/HINPO/TMC0@TMC0; Shinichiro Ogata/HINPO/TMC0@TMC0; Takezo Oba/HINPO/TMC0@TMC0; George Morino

Subject: Re: Prius AWM - Design Changes?

Chris,

I received the information on the design change on the Prius AWM from TMS-CAD today.

[Background]

TMS received a report from field in early February 2006 reporting that the AWM, which was not secured by clips, interfered with the accelerator pedal operation, causing the pedal to stick in the depressed position.

The previous Prius AWM had a high lip at the front edge of the mat directly below the accelerator pedal. (According to the report, its height was 16mm.)

(The lip looks like the lip located at the side edge of ES350 AWM)

As a result of the inspection at the dealer, they found the witness marks on the carpet and mat and decided the accelerator pedal interfered with the front side surface of this lip (front edge of the mat) and stuck. (not stuck in the channel on the mat)

Based on this information from the field, TMS CAD decided to make a design change on the Prius AWM to improve the mat on June 2006, although this condition only occurs when the mat is not secured by clips and no other case had been reported from the field.

[What change was made]

TMS-CAD has been checking the detail of the change made on the Prius AWM by drawings of the previous and current AWM and they are supposed to give me such information on Monday (US time).

However, according to Engineering Change Request (ECR) issued to the supplier by TMS-CAD, it seems that the height of the lip was reduced to eliminate the risk of the pedal interfering with the mat.

<Quote from the ECR>

Reason for Change:

- Reduce height or border around accelerator pedal to reduce risk of pedal interfering with mat.
- Current design already has adequate clearance between mat and accelerator pedal.
- The new design will be better in cases where the customer does not properly install the driver's mat with the retention clip.

Change Description

- Driver's mat: Terminate border on the vertical (in-board) edge, in-line with the top of the heel pad.
- Border will no longer be on the horizontal edge below accelerator pedal.

[When the mat changed]

According to TMS-CAD, the ECR was issued on June 19, 2006 and the mat might be running-changed to the improved one. TMS-CAD has been asking the supplier when the supplier started to produce the improved AWMs and ship them to TMS. TMS-CAD will give me their feedback on Monday (US time).

[Key Point]

Key points are as follows, I think,

The condition which occurred on a Prius vehicle in the field is the different mode than the one which we focused on the ES (pedal trapped in the channel).

As we explained to NHTSA in the meeting based on the TMS evaluation, in the case of Prius, it's rare case that the accelerator pedal could interfere with the edge of the mat. Because even though the mat is not secured by clips, the footrest obstructs forward movement of the mat. In addition, even if the mat moves over the footrest, the leading edge of the mat interferes with the steering column cover. Even this condition, there is a space between the front edge of the mat and the bottom edge of the depressed pedal, it means that the pedal can't interfere with the mat. According to the photo taken when the dealer duplicated the condition, it seems that the dealer moved the mat on the footrest and gave it a turn to the left in order to have the leading edge not touching the steering column cover, like the photo in our presentation.

The above condition on the Prius is the same whether the previous design mat or improved mat, because the change was made only around the edge below the accelerator pedal. (no change to the length of the leading edge and behind the footrest area.)

TMS-CAD's activity is the one of KAIZEN activities, which Toyota practices continuous improvement with our product.

As you know, we do not want to focus on the condition that the accelerator pedal sticks at the front edge of the mat. That's why we did delete from the presentation material the photo showing the pedal sticking at the edge of the carpeted floor mat. This kind of condition can occur on any vehicle with any floor mat if the mat is not secured by the retaining clips.

We did not know the detail of this design change on the Prius AWM because the Prius was out side of the scope of the NHTSA's investigation(PE) and we did not investigate the other model's mats as well as the Prius one. However, I do not think that we should have inform NHTSA of the change on the Prius AWM even though we knew the detail of this at that time because NHTSA would have focus on this failure mode in the meeting.

I will inform you when I receive the feedback from TMS-CAD.

If you have any question, please call my cell phone at 090-3444-4170

Thank you.

Mitch

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cc: ctinto@tma.toyota.com

件名: Prius AWM - Design Changes?

Mitch,

Today Tinto-san got a phone call from NHTSA about the Prius all weather floormats. He gave Chris two floormat part numbers and indicated that earlier part numbers had a different ridge area near the accelerator pedal. Can you explain to TMA the difference between the two part numbers? Also, what was the reason for the change and when was the change made. We need to get back to NHTSA on Monday. Please advise as soon as possible.

Regards,

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